

# BookletChart™



## St. Marys Entrance – Cumberland Sound and Kings Bay

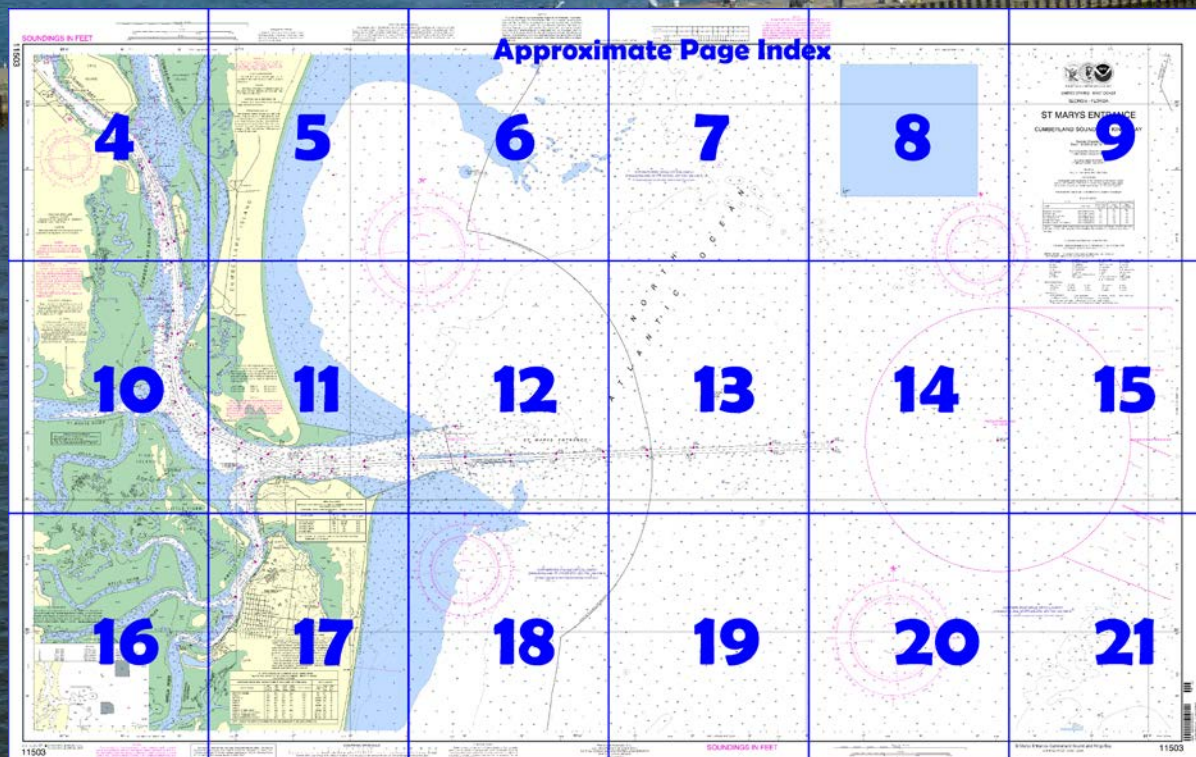
NOAA Chart 11503

*A reduced-scale NOAA nautical chart for small boaters*

*When possible, use the full-size NOAA chart for navigation.*



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the**  
**National Oceanic and Atmospheric Administration**  
**National Ocean Service**  
**Office of Coast Survey**  
[www.NauticalCharts.NOAA.gov](http://www.NauticalCharts.NOAA.gov)  
**888-990-NOAA**

### What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

### What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

### Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11503>



**(Selected Excerpts from Coast Pilot)**  
**St. Marys Entrance and Cumberland Sound** are 16 miles southward of St. Andrew Sound and 19 miles northward of St. Johns River. The sound is the approach to the city of Fernandina Beach, the city of St. Marys, the Naval submarine support base in Kings Bay, and an inland passage to St. Andrew Sound through its connection with the Cumberland River.

**Prominent features—Amelia Island Light** (30°40'24"N., 81°26'30"W.), 107 feet above

the water, is shown from a 64-foot white conical tower 2 miles southward of the entrance to Cumberland Sound. It is reported that the light is difficult to distinguish above the surrounding tree line during the

daytime. Also prominent from seaward are the homes along the beach 2 to 3 miles south of the entrance, the condominiums about 5 miles south of the entrance, and a 295-foot-high processing tower southward of the entrance, about 0.9 mile 309° from Amelia Island Light. The tower is marked at night by flashing red lights. A lighted 1,500-foot fishing pier at the inner end of the south jetty is also prominent. The smoke from the stacks of the paper companies at Fernandina Beach and St. Marys make them easily visible from all directions.

**Channels.**—A federal project provides for a depth of 46 feet in the entrance channel, thence 42 feet northward through Cumberland Sound to two turning basins of the same depth in Kings Bay about 9.0 and 10.0 miles, respectively, above the outer ends of the jetties. Turning basins, marked by lighted buoys, are located on the north and south sides of the entrance channel, about 1.7 miles above the jetties, and have project depths of 42 feet. A channel leads from inside the bar southward in **Amelia River** with a project depth of 36 feet to a turning basin; thence 35 feet through the turning basin; thence 28 feet to a turning basin off Rayonier Wharf, about 5.8 miles above the jetties. In 1992, the project above Seaboard Reach was reported to be no longer maintained. (See Notice to Mariners and the latest editions of the charts for controlling depths.)

**Anchorage.**—Vessels anchor outside St. Marys Entrance about 1 mile northward of the approach range in about 42 to 46 feet of water, and sand and shingle bottom. Inside the entrance fair anchorage is along the sides of the channels in Cumberland Sound and in the Amelia River according to draft.

**Currents.**—The tidal currents at the entrance have considerable velocity and are dangerous at times, especially on the flood which generally sets northwestward and on the ebb which sets southeastward except during northeast winds when there is a strong southerly set off the end of the jetties on both tides. It has been reported that this set sometimes attains a velocity exceeding 5 knots. Maximum current velocities are reported to be 2.0 to 3.9 knots in St. Marys Entrance and 1.0 to 2.5 knots in the Cumberland Sound channel. Large vessels are cautioned not to enter the entrance channel before the pilot boards. Freshets in the St. Marys River may cause the ebb to run 7 or 8 hours. Current predictions for Cumberland Sound vicinity may be obtained from the Tidal Current Tables.

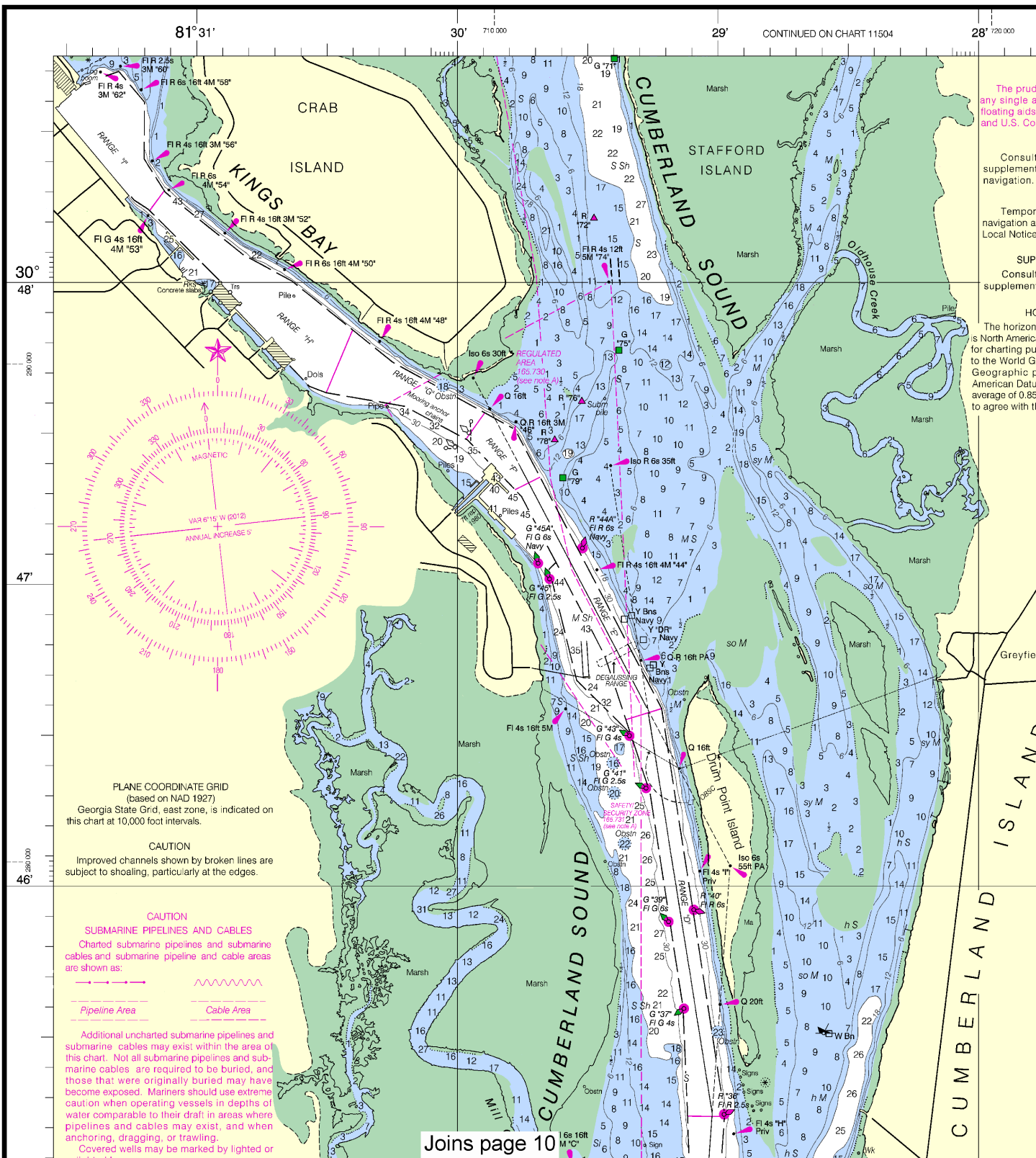
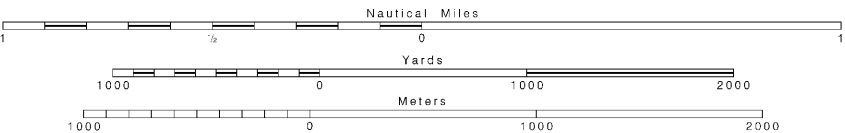
**North Atlantic Right Whales.**—Approaches to the St. Marys River entrance lie within designated critical habitat for endangered North Atlantic right whales (see **50 CFR 226.203(c)**, chapter 2). The area is a calving ground from, generally November through April. It is illegal to approach right whales closer than 500 yards. (See **50 CFR 224.103(c)**, chapter 2 for limits, regulations, and exceptions.) **Recommended two-way Whale Avoidance Routes** have been established in Cumberland Sound to reduce the likelihood of ship strikes of endangered North Atlantic right whales. All vessels are encouraged to use recommended routes when traveling into or out of Fernandina Harbor. (See **North Atlantic right whales**, indexed as such, in chapter 3 for more information on right whales and recommended measures to avoid collisions.)

### U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Miami	Commander	
	7th CG District	(305) 415-6800
	Miami, FL	

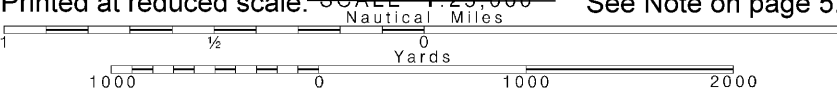


Note: Chart grid lines are aligned with true north.



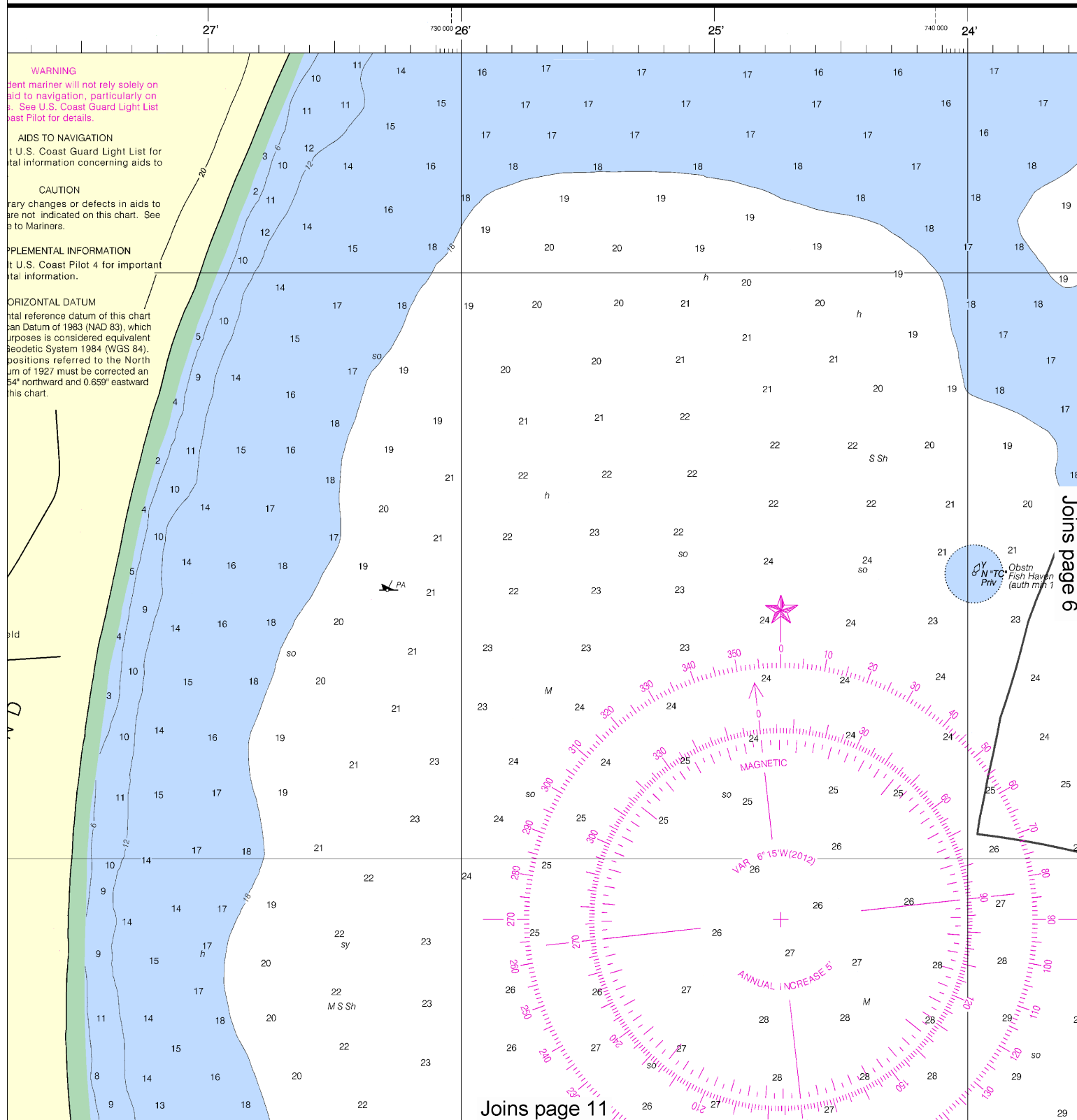
Printed at reduced scale. ~~SCALE 1:25,000~~  
Nautical Miles

See Note on page 5.



Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

NOAA and its partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners and critical corrections. Charts are printed when ordered using Print-on-Demand technology. New Editions are available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent about Print-on-Demand charts or contact NOAA at <http://ocsdna.ncd.noaa.gov/drs/inquiry.aspx>, or OceanGrafix at 1-877-56CHART or <http://www.oceangrafix.com>.

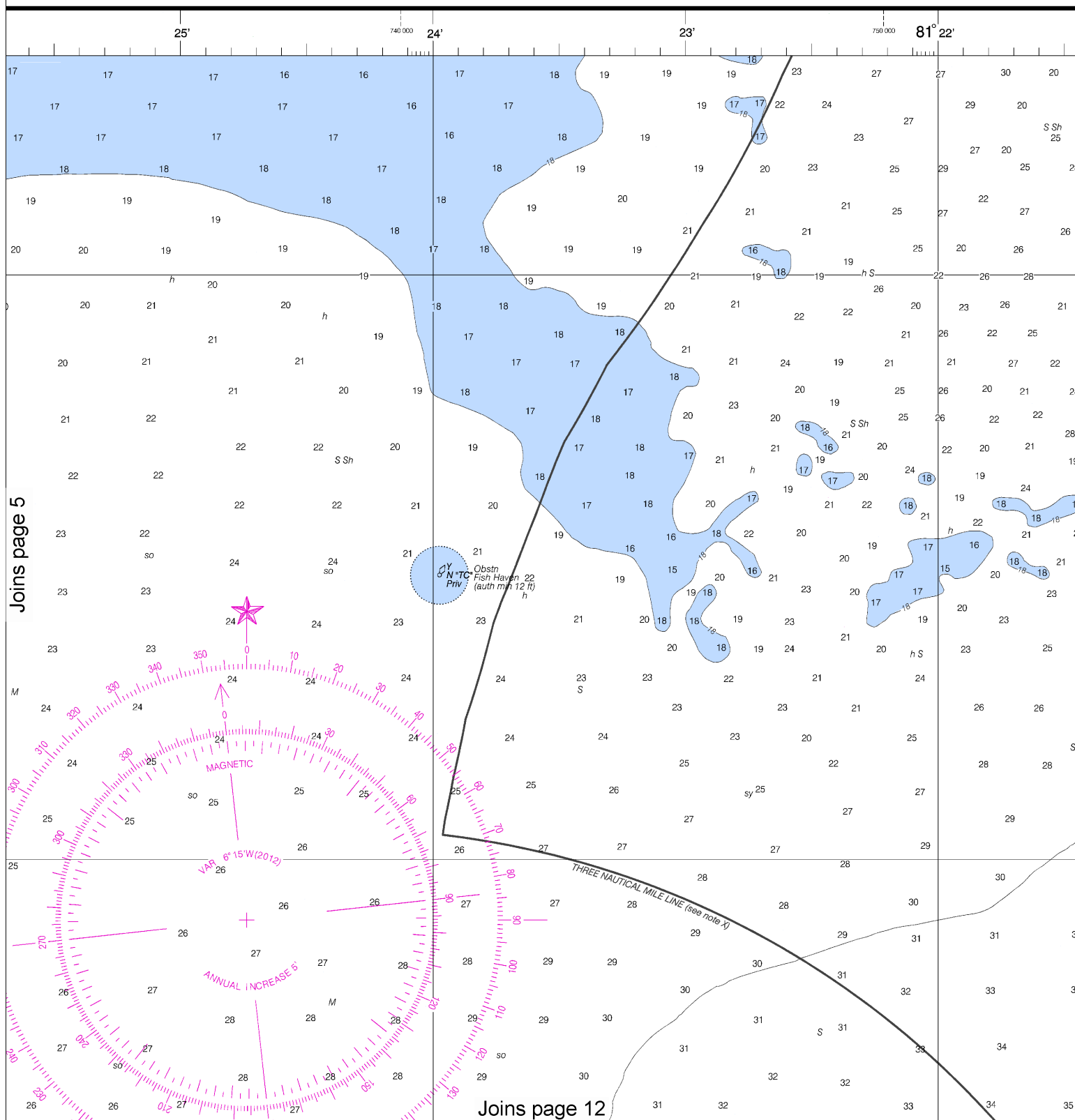


This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:33333. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

As partner, OceanGrafix, offer this chart updated weekly by NOAA for Notices to Mariners editions. Charts are printed when ordered using Print-on-Demand technology. New available 2-8 weeks before their release as traditional NOAA charts. Ask your chart agent Demand charts or contact NOAA at <http://ocsddata.ncd.noaa.gov/drs/inquiry.aspx>, or 1-877-56CHART or <http://www.oceangrafix.com>.

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

Formerly C&amp;G

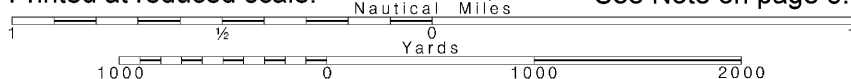


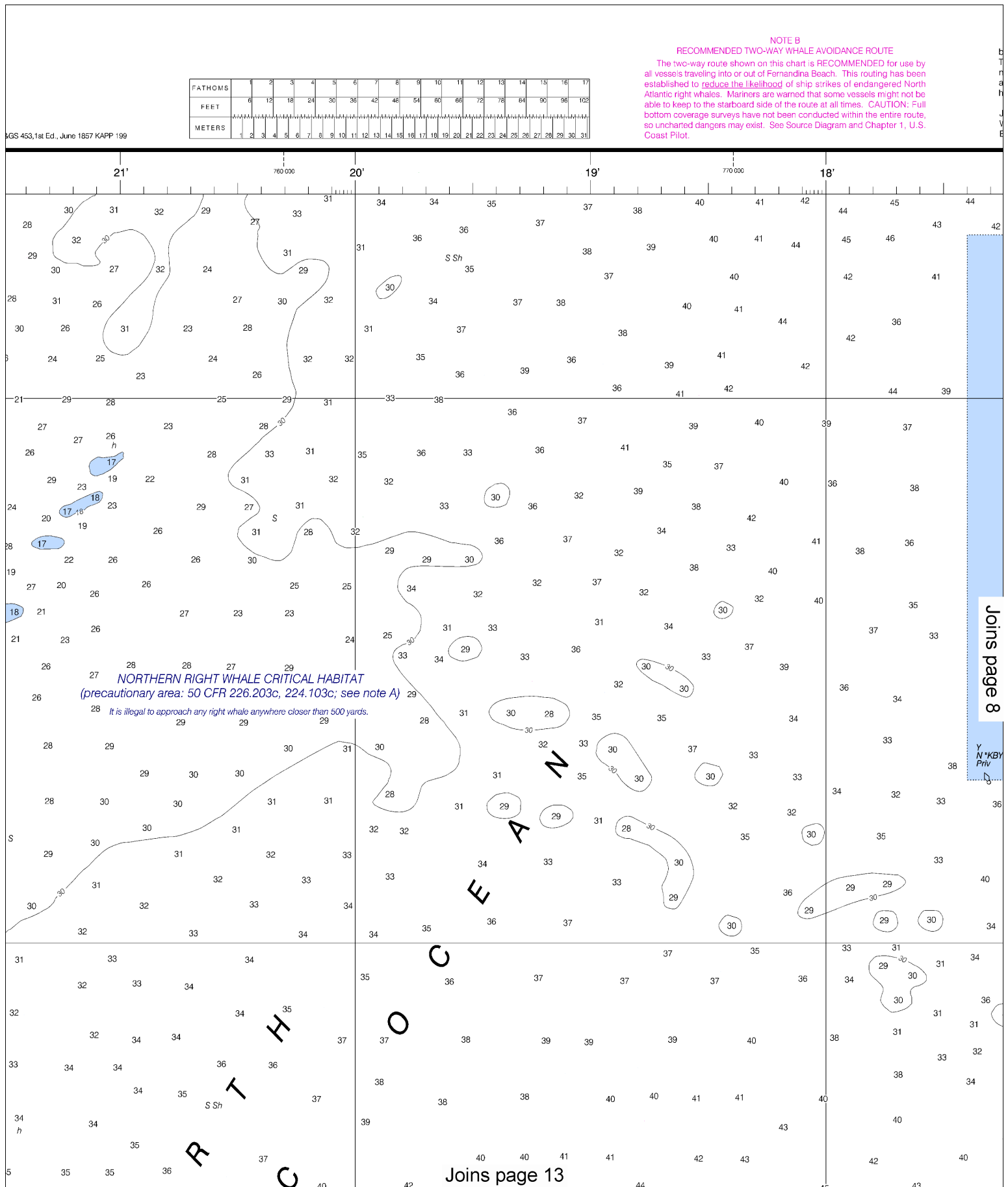
# 6

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:25,000~~

See Note on page 5.



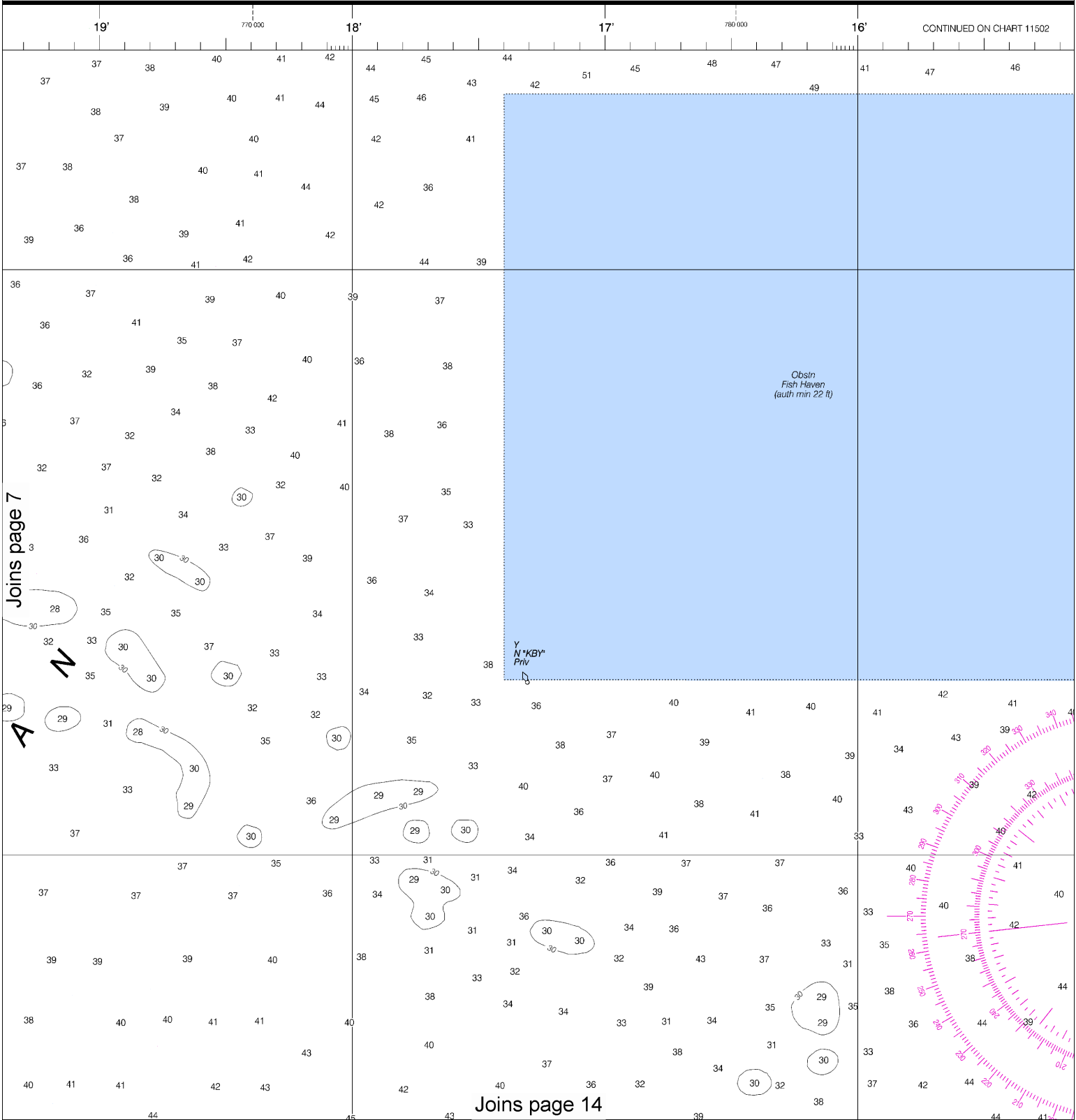




**NOTE B**  
**RECOMMENDED TWO-WAY WHALE AVOIDANCE ROUTE**  
The two-way route shown on this chart is RECOMMENDED for use by all vessels traveling into or out of Fernandina Beach. This routing has been established to reduce the likelihood of ship strikes of endangered North Atlantic right whales. Mariners are warned that some vessels might not be able to keep to the starboard side of the route at all times. CAUTION: Full bottom coverage surveys have not been conducted within the entire route, so uncharted dangers may exist. See Source Diagram and Chapter 1, U.S. Coast Pilot.

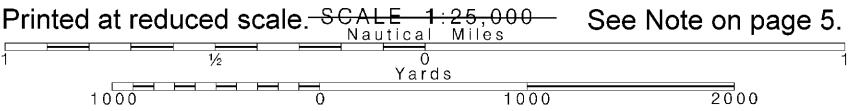
**NOAA WEATHER RADIO BROADCASTS**  
The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

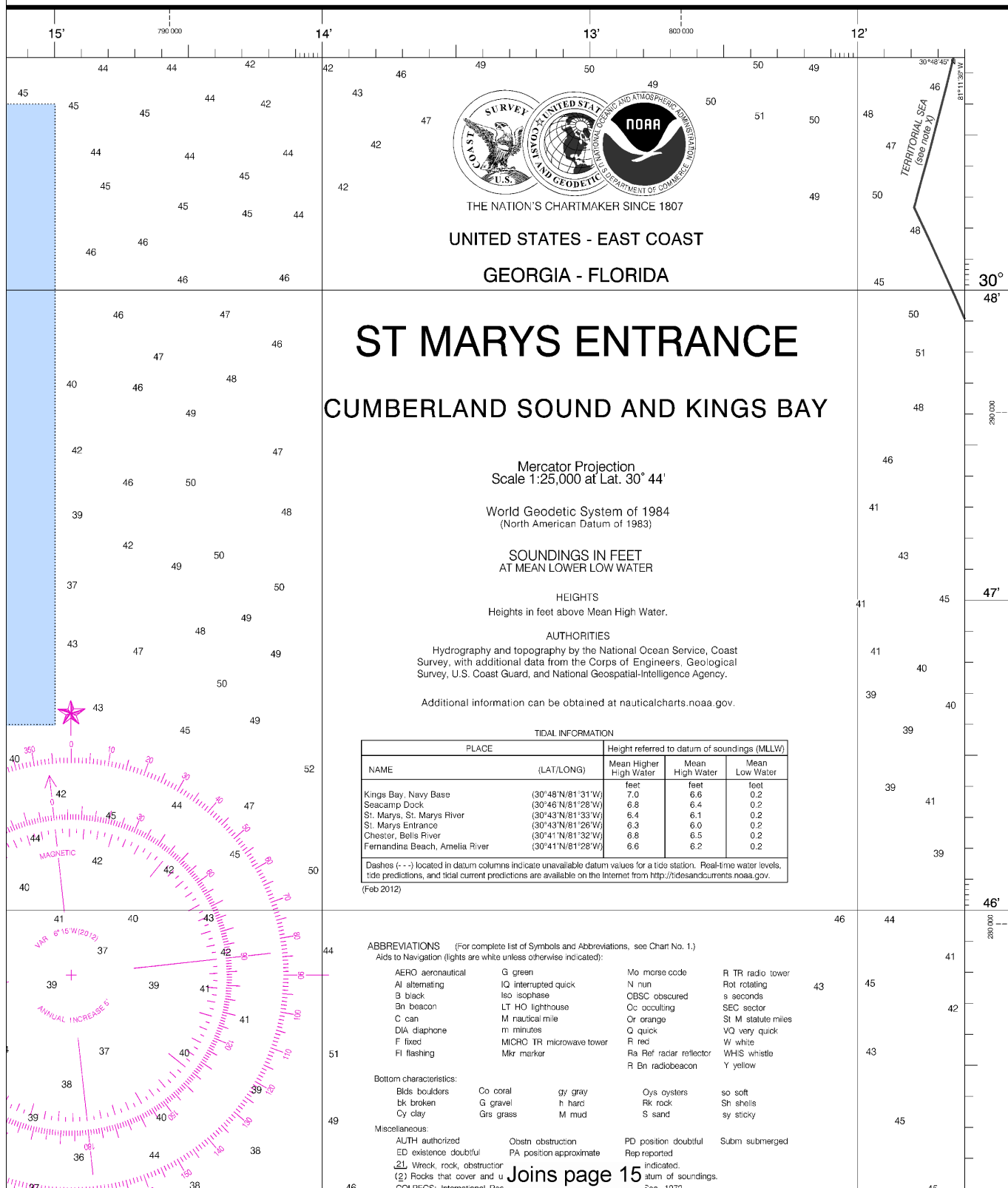
Jacksonville, FL	KHB-39	162.550 MHz
Waycross, GA	WXK-75	162.475 MHz
Brunswick, GA	WWH-39	162.425 MHz

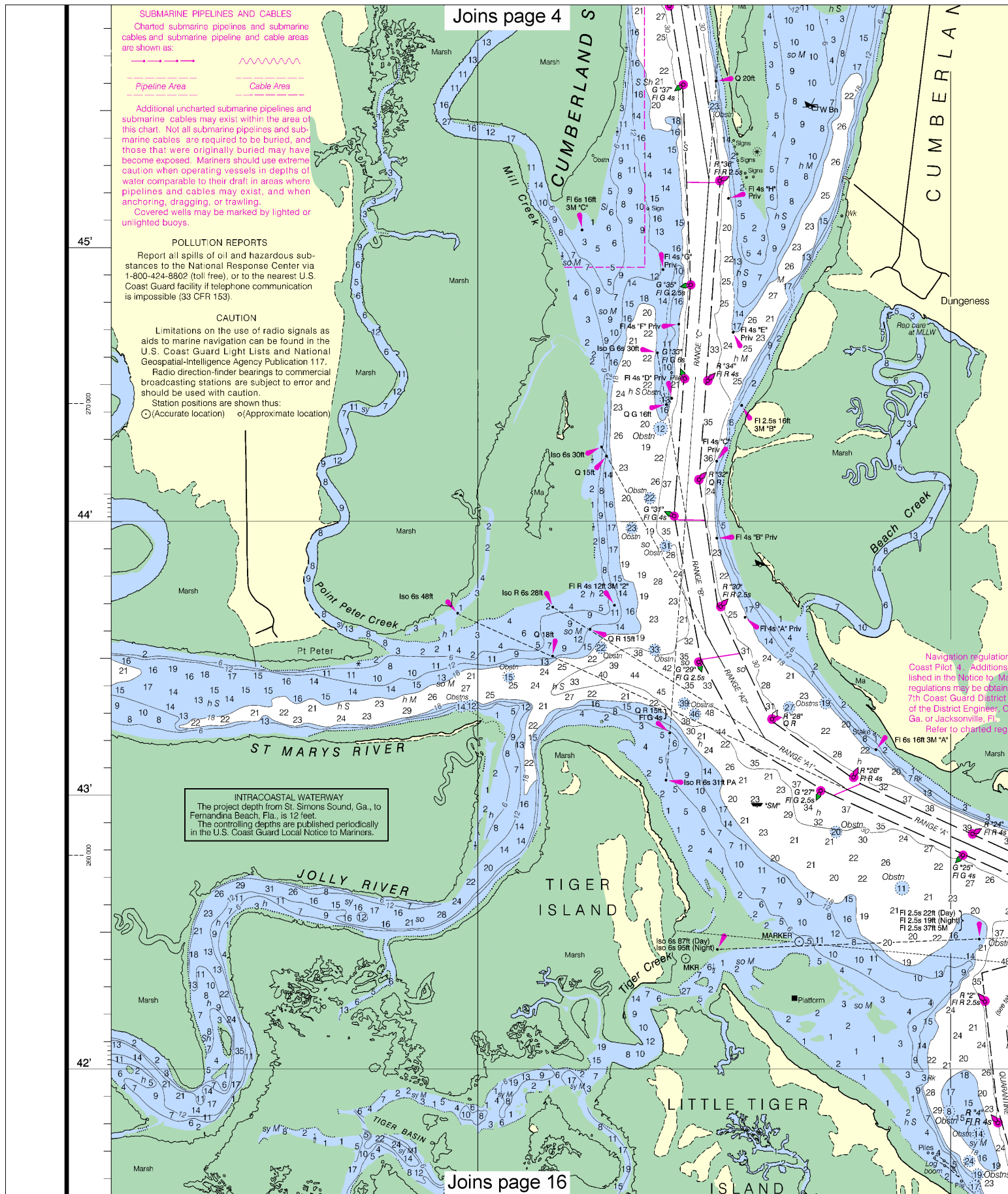


8

Note: Chart grid lines are aligned with true north.



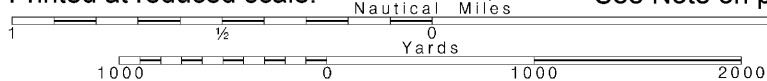




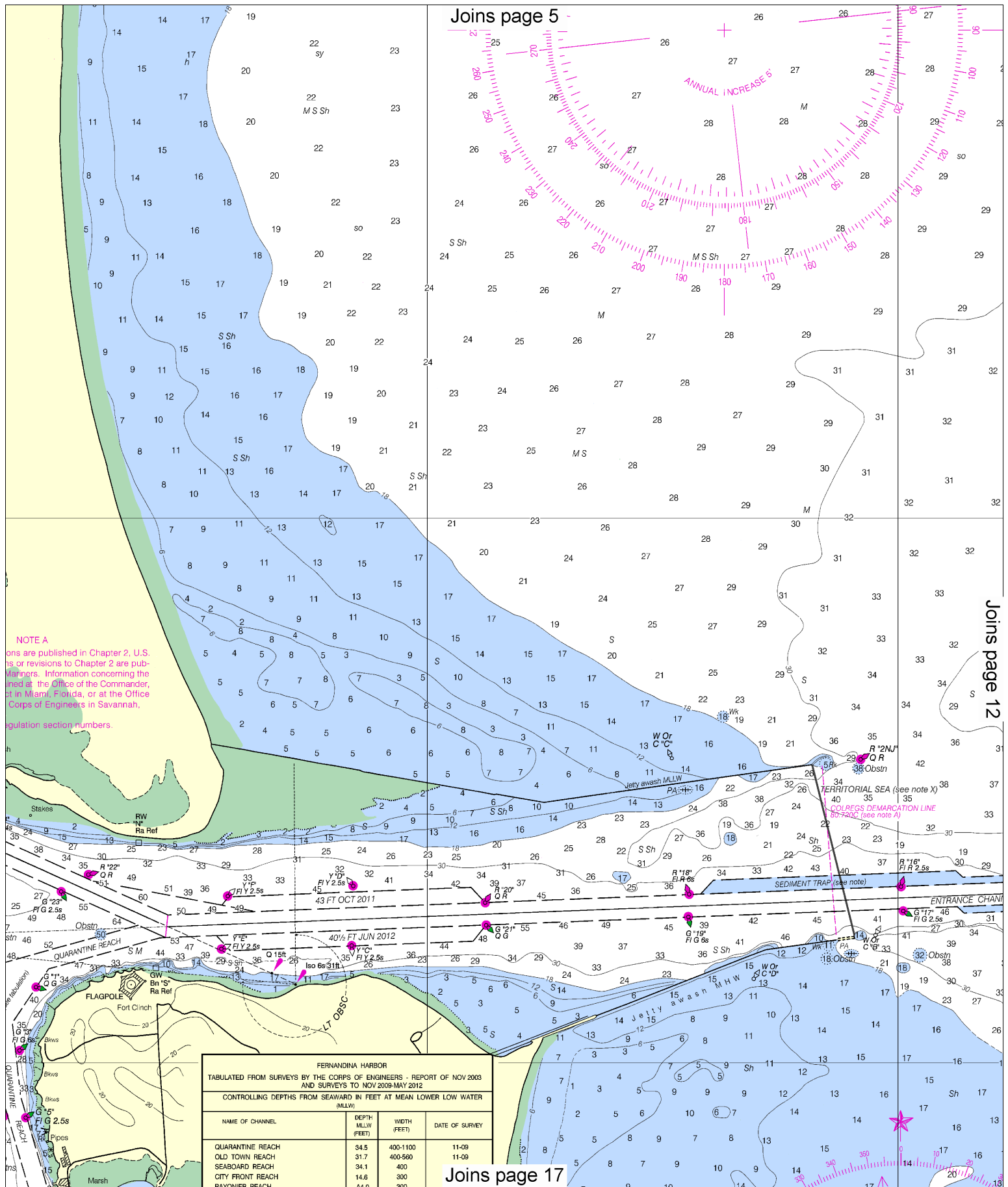
10

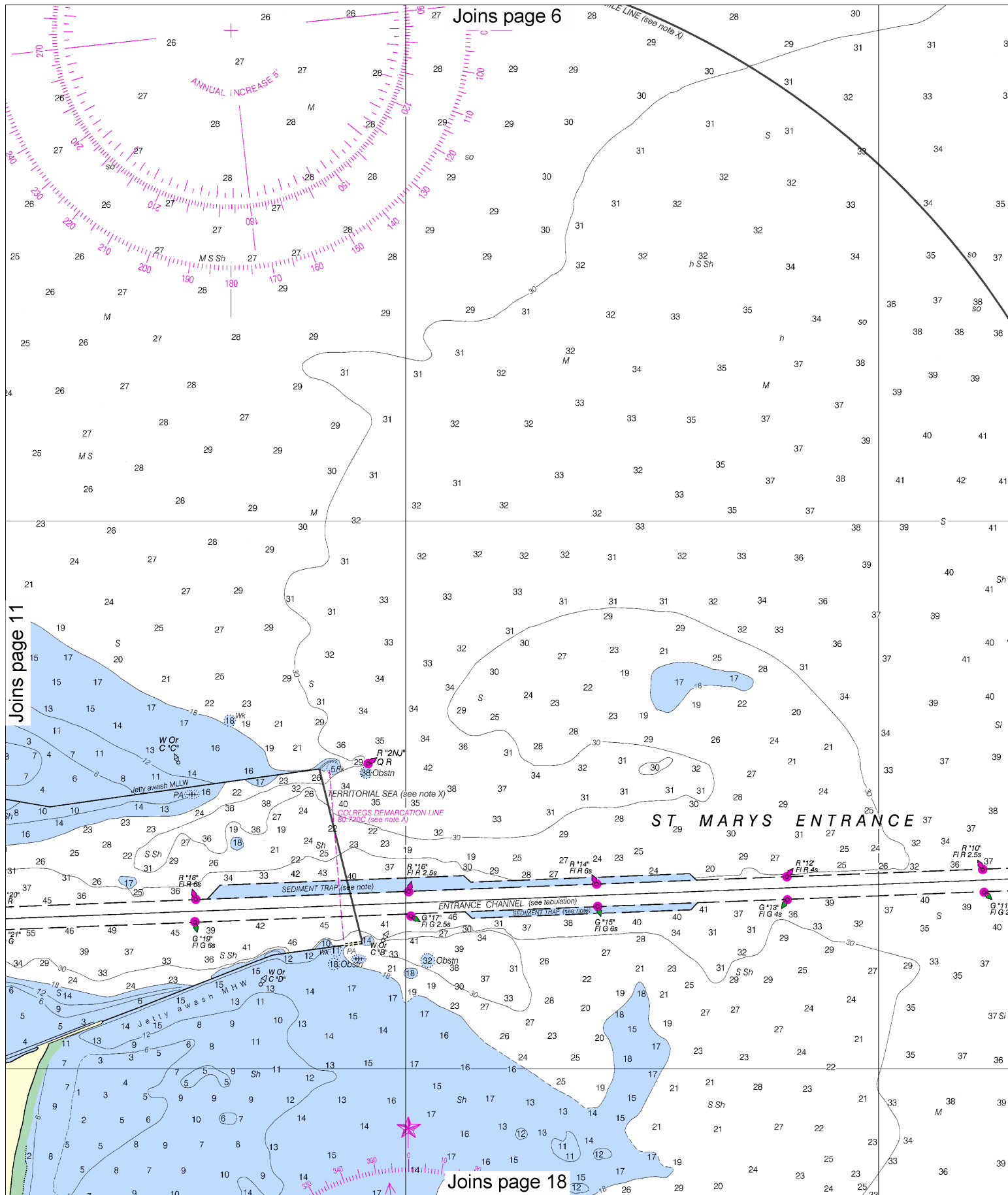
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000



See Note on page 5.



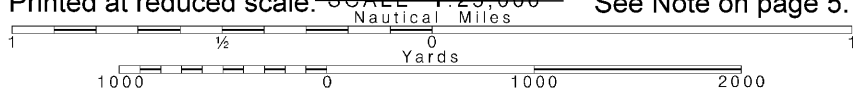


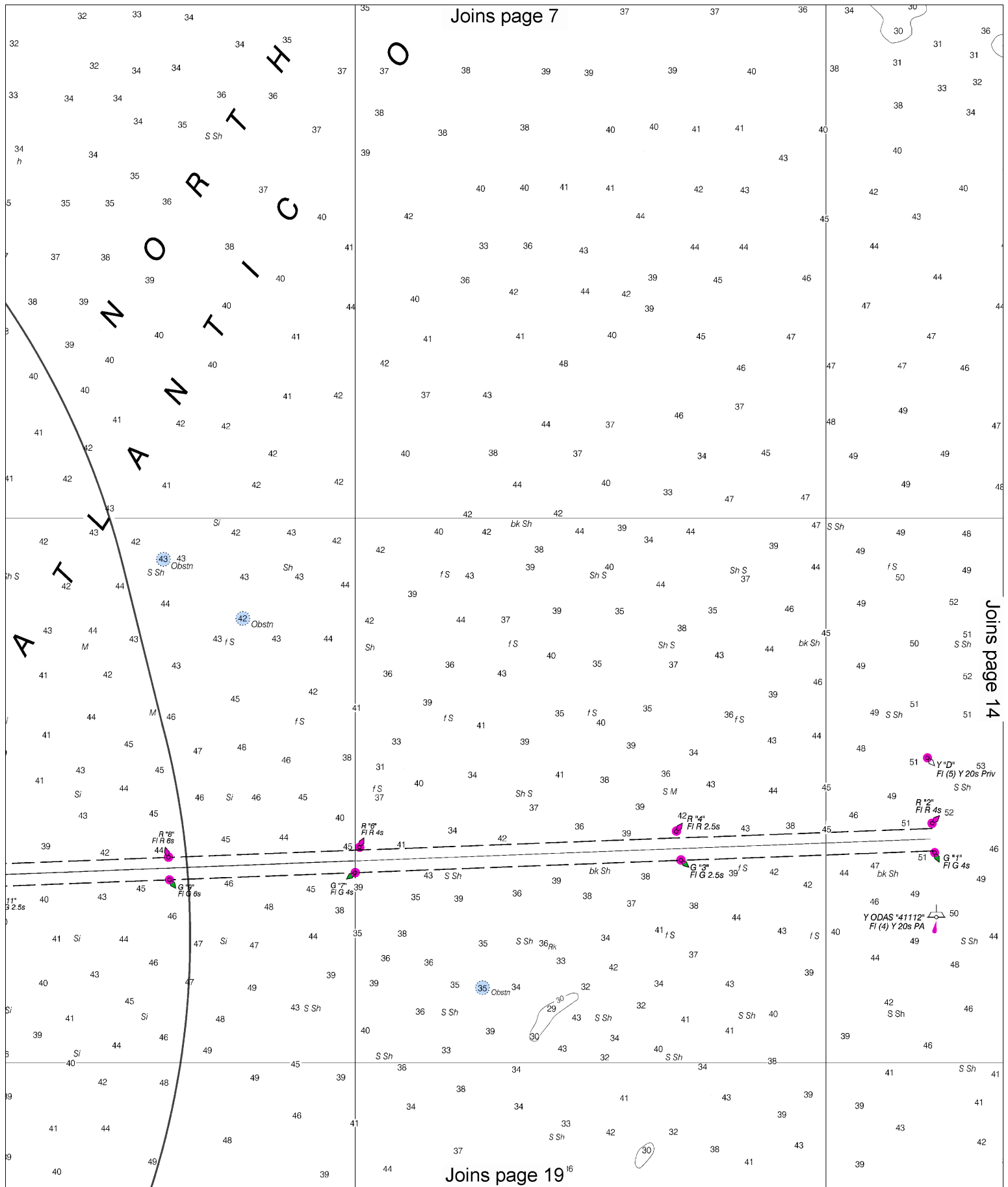
12

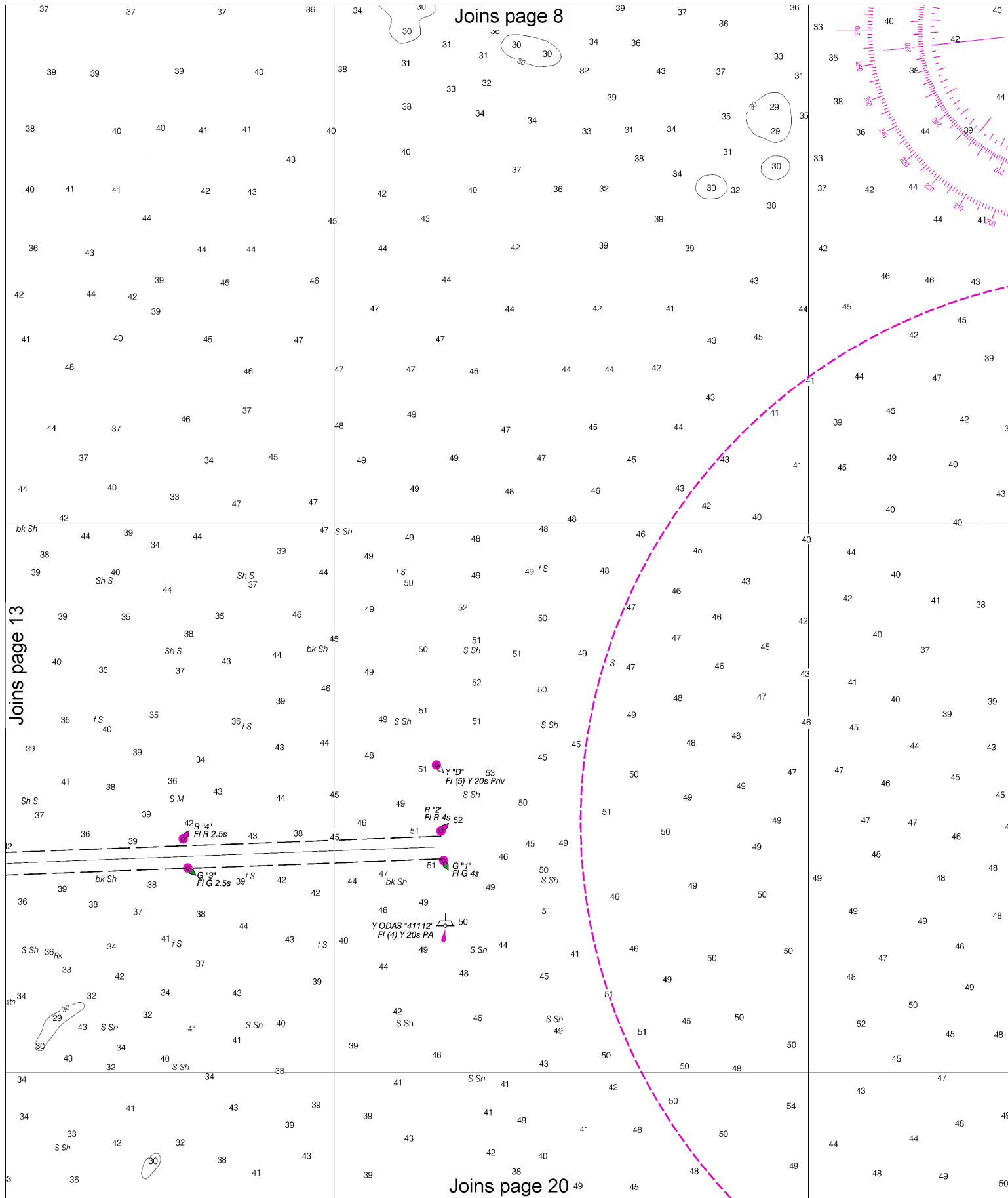
Note: Chart grid lines are aligned with true north.

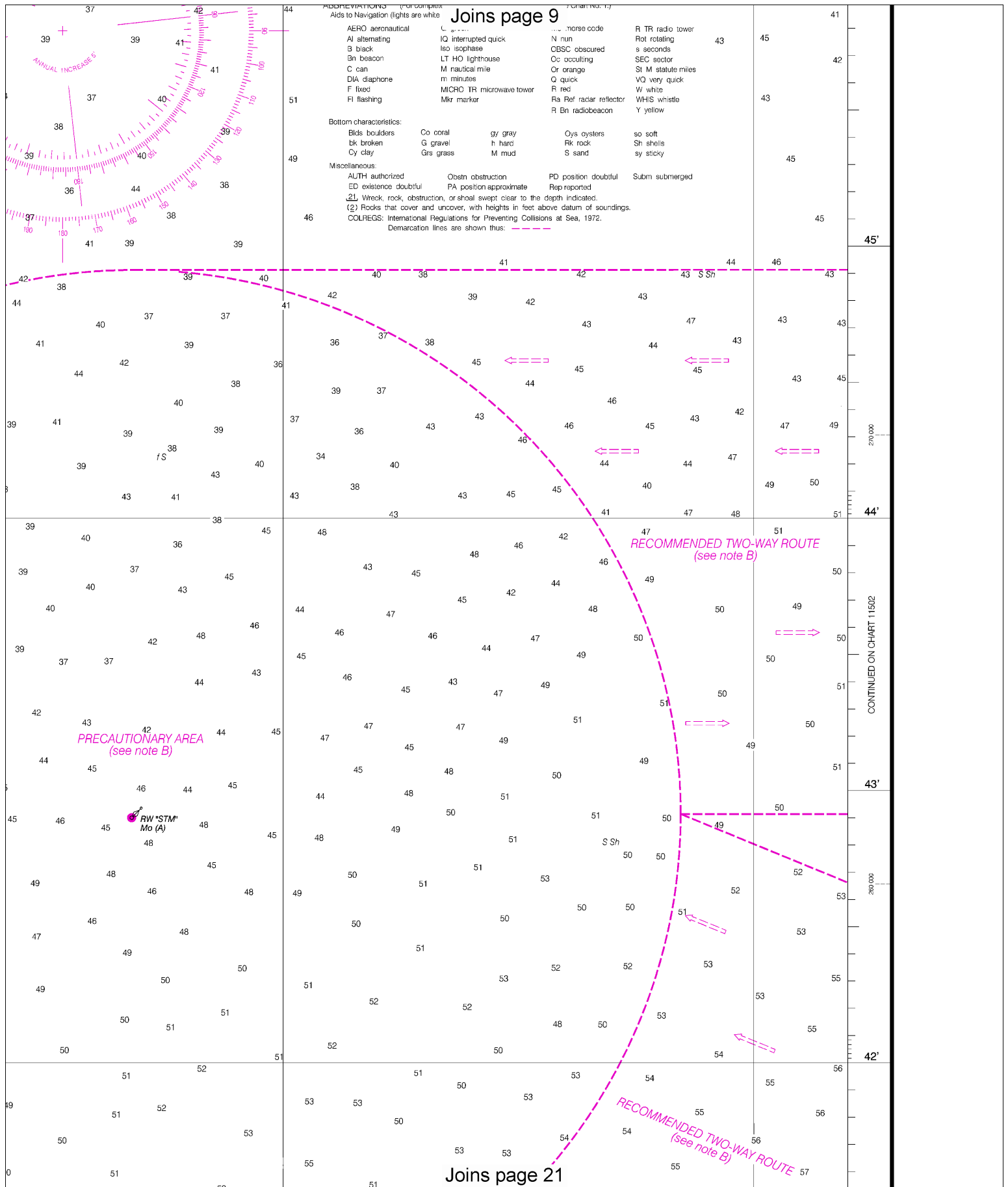
Printed at reduced scale. SCALE 1:25,000

See Note on page 5.

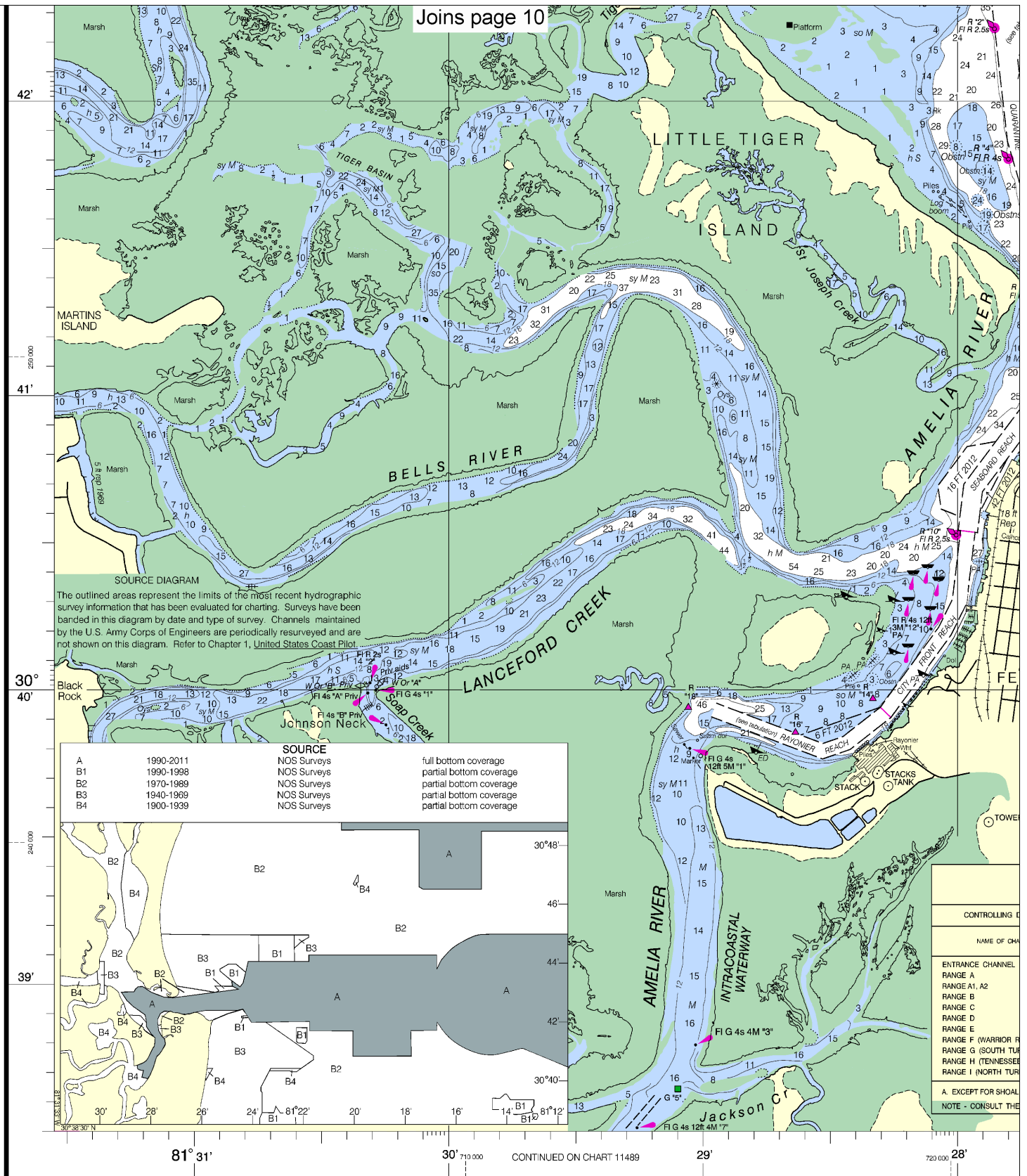








Joins page 10



44th Ed., Mar. / 12 ■ Corrected through NM Mar. 3/12  
Corrected through LNM Feb. 21/12

11503

**CAUTION**

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at [nauticalcharts.noaa.gov](http://nauticalcharts.noaa.gov).

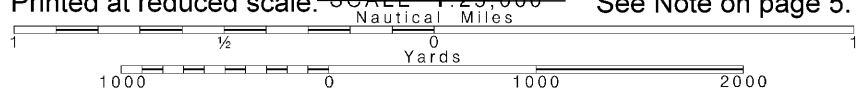
This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard encourages users to submit corrections, and improving this chart to the Chief, Marine Chart Division (N 11503), Silver Spring, Maryland 20910-3282.

16

Note: Chart grid lines are aligned with true north.

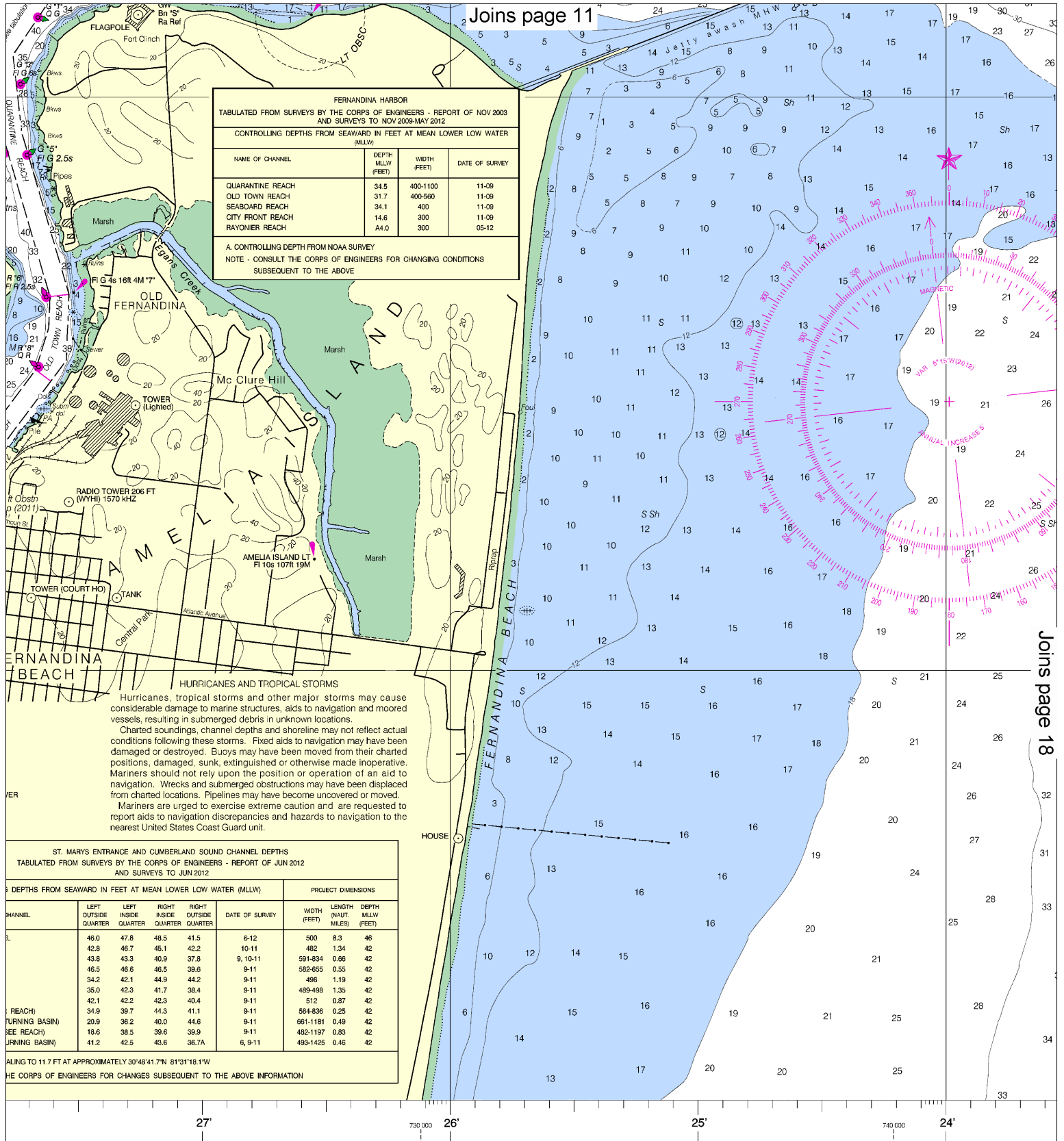
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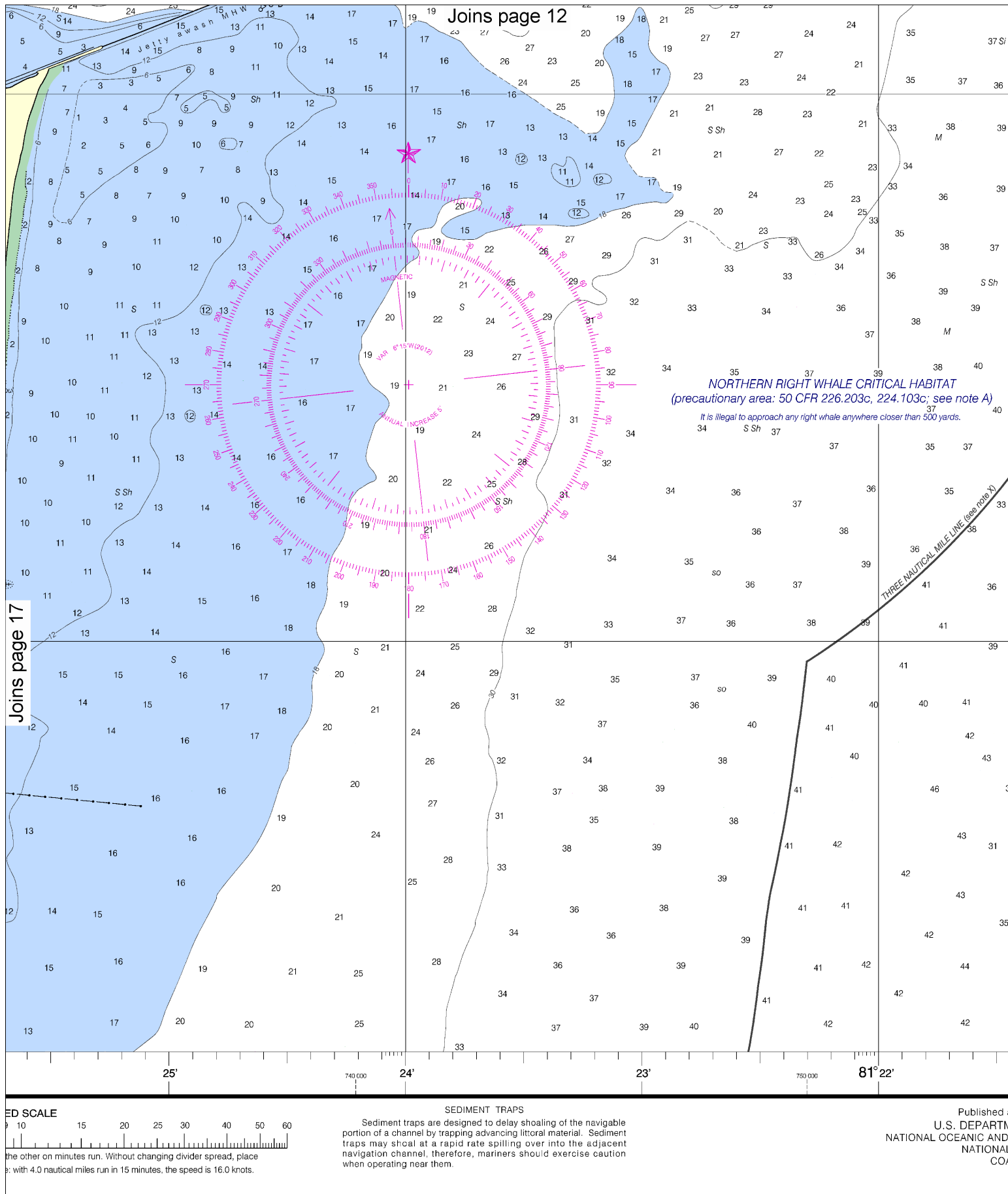
See Note on page 5.



FERNANDINA HARBOR			
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF NOV 2003 AND SURVEYS TO NOV 2009-MAY 2012			
CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)			
NAME OF CHANNEL	DEPTH MLLW (FEET)	WIDTH (FEET)	DATE OF SURVEY
QUARANTINE REACH	34.5	400-1100	11-09
OLD TOWN REACH	31.7	400-560	11-09
SEABOARD REACH	34.1	400	11-09
CITY FRONT REACH	14.6	300	11-09
RAYONIER REACH	A4.0	300	05-12

A. CONTROLLING DEPTH FROM NOAA SURVEY  
NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGING CONDITIONS SUBSEQUENT TO THE ABOVE





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**NORTHERN RIGHT WHALE CRITICAL HABITAT**  
(precautionary area: 50 CFR 226.203c, 224.103c; see note A)  
It is illegal to approach any right whale anywhere closer than 500 yards.

THREE NAUTICAL MILE LINE (see note X)

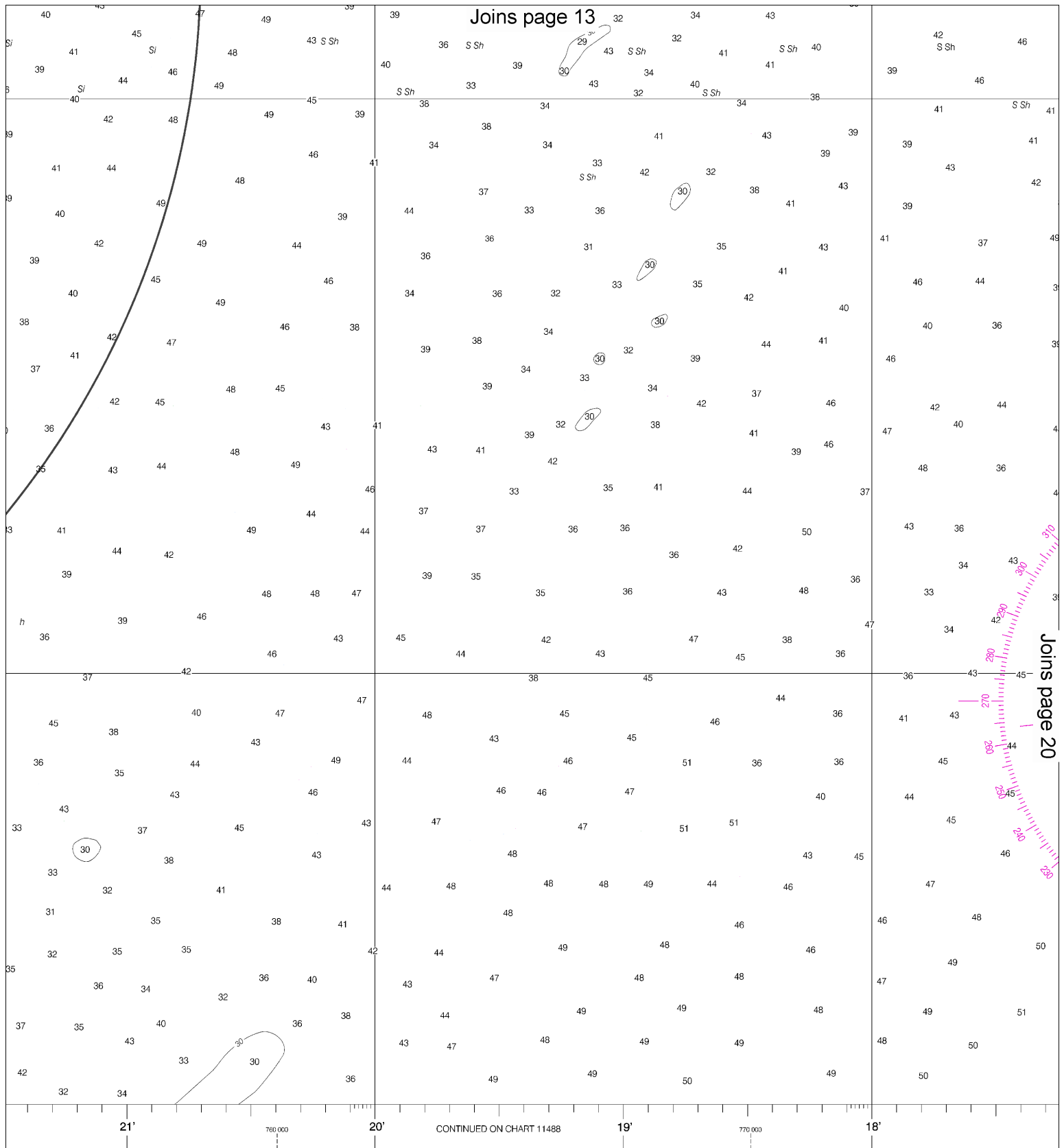
**SEDIMENT TRAPS**  
Sediment traps are designed to delay shoaling of the navigable portion of a channel by trapping advancing littoral material. Sediment traps may shoal at a rapid rate spilling over into the adjacent navigation channel, therefore, mariners should exercise caution when operating near them.

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U.S. DEPARTMENT OF COMMERCE  
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION  
NATIONAL SYSTEM OF NAUTICAL CHARTS  
COAST AND GEODETIC SURVEY

18

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000  
Nautical Miles  
Yards  
1 000 0 1000 2000

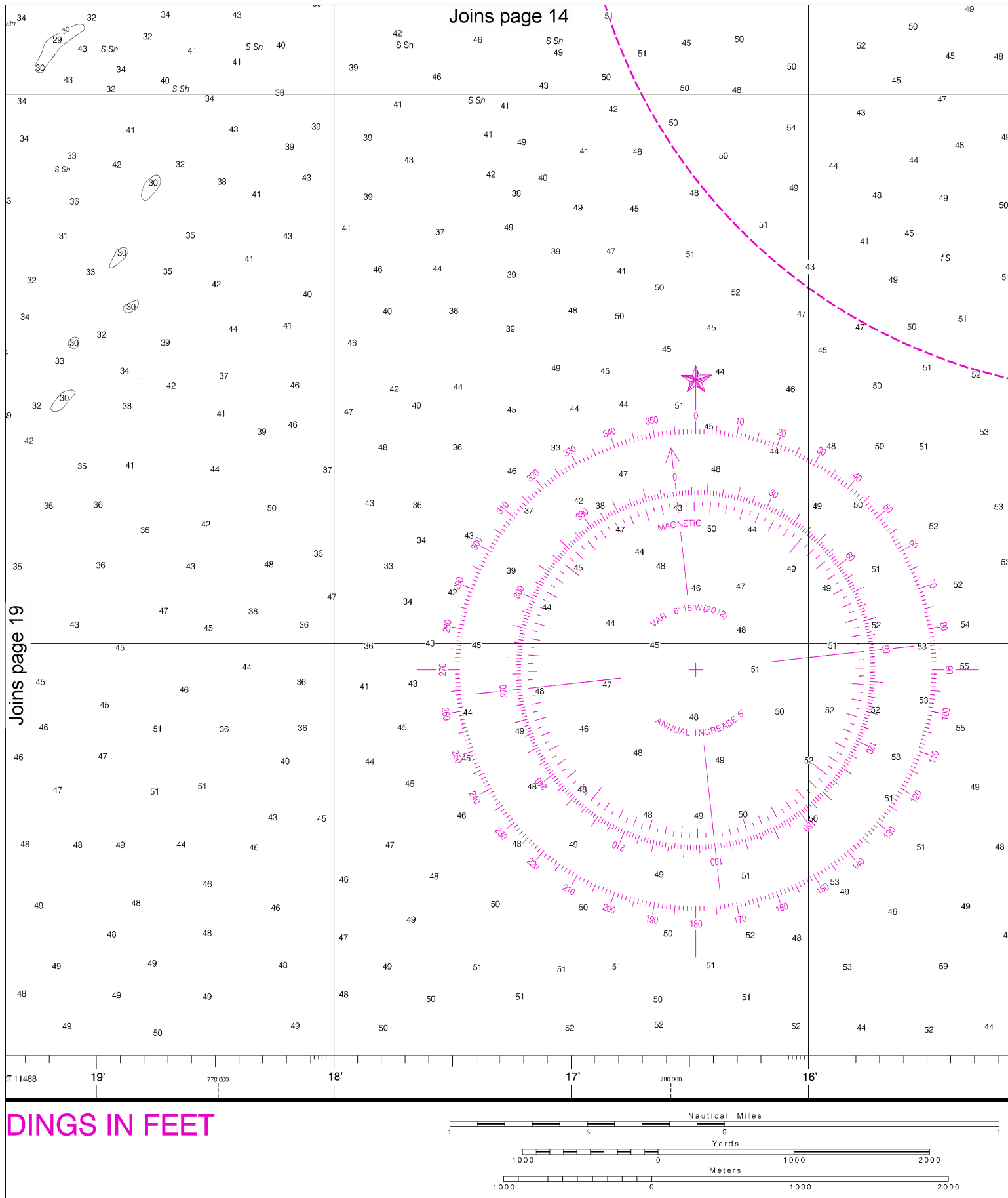


at Washington, D.C.  
 DEPARTMENT OF COMMERCE  
 NAUTICAL ATMOSPHERIC ADMINISTRATION  
 NAVAL OCEAN SERVICE  
 LAST SURVEY

**SOUNDINGS IN FEET**



1000

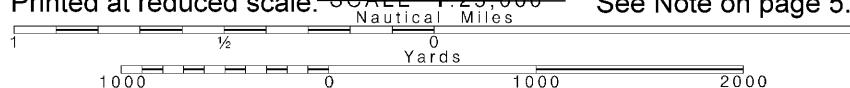


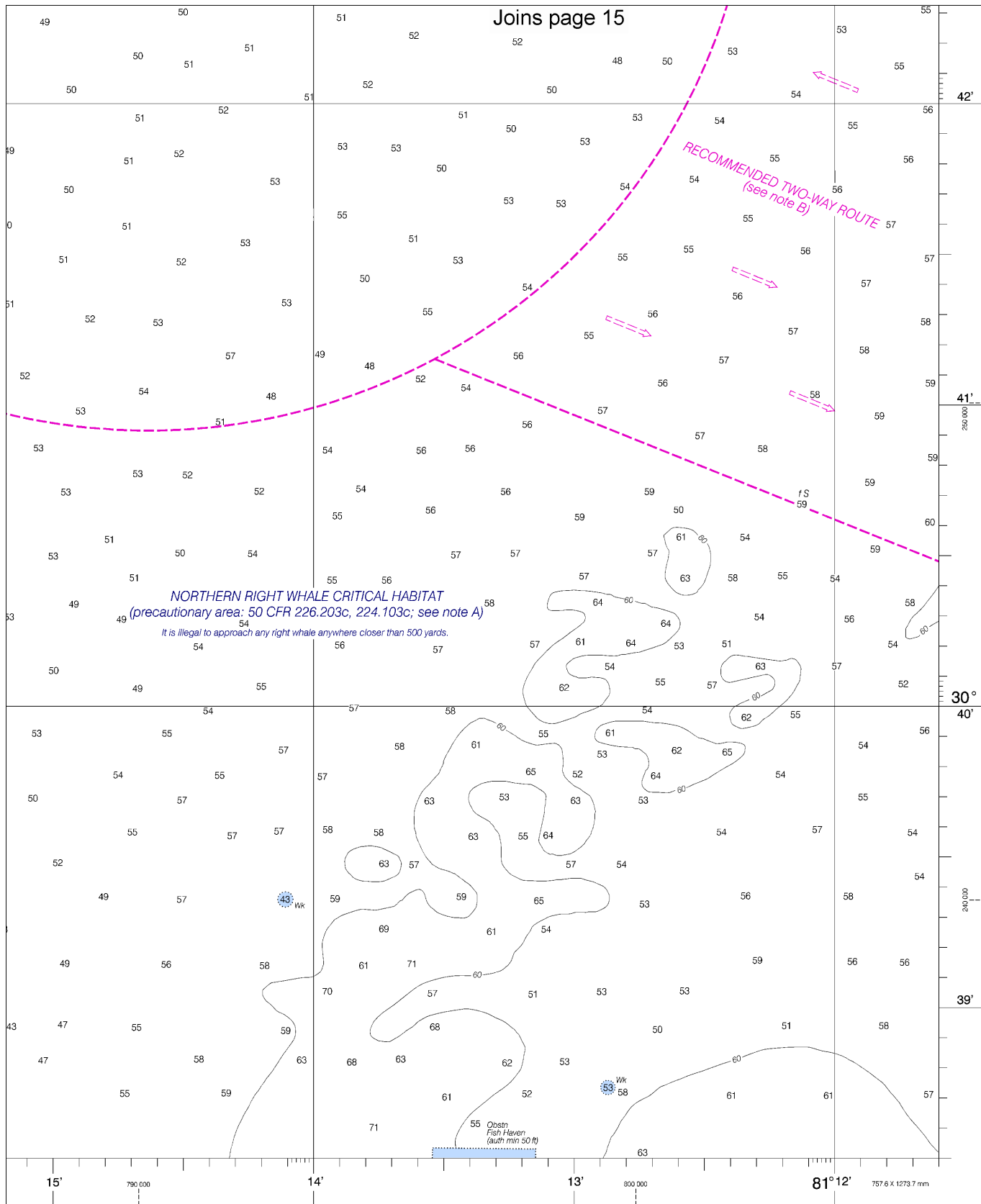
**20**

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. SCALE 1:25,000

See Note on page 5.





St Marys Entrance-Cumberland Sound and Kings Bay  
SOUNDINGS IN FEET - SCALE 1:25,000

11503



ED NO. 44



NSN 7642014010157  
NGA REFERENCE NO. 11AHA11503



## VHF Marine Radio channels for use on the waterways:

**Channel 6** – Inter-ship safety communications.

**Channel 9** – Communications between boats and ship-to-coast.

**Channel 13** – Navigation purposes at bridges, locks, and harbors.

**Channel 16** – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

**Channel 22A** – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

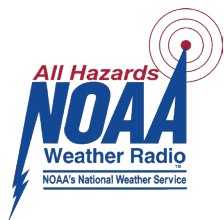
**Channels 68, 69, 71, 72 and 78A** – Recreational boat channels.

**Getting and Giving Help** — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

## Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

**HAVE ALL PERSONS PUT ON LIFE JACKETS!**



**NOAA Weather Radio All Hazards (NWR)** is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

## Quick References

Nautical chart related products and information	—	<a href="http://www.nauticalcharts.noaa.gov">http://www.nauticalcharts.noaa.gov</a>
Online chart viewer	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html">http://www.nauticalcharts.noaa.gov/mcd/NOAAChartViewer.html</a>
Report a chart discrepancy	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx">http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx</a>
Chart and chart related inquiries and comments	—	<a href="http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs">http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs</a>
Chart updates (LNM and NM corrections)	—	<a href="http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html">http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html</a>
Coast Pilot online	—	<a href="http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm">http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm</a>
Tides and Currents	—	<a href="http://tidesandcurrents.noaa.gov">http://tidesandcurrents.noaa.gov</a>
Marine Forecasts	—	<a href="http://www.nws.noaa.gov/om/marine/home.htm">http://www.nws.noaa.gov/om/marine/home.htm</a>
National Data Buoy Center	—	<a href="http://www.ndbc.noaa.gov/">http://www.ndbc.noaa.gov/</a>
NowCoast web portal for coastal conditions	—	<a href="http://www.nowcoast.noaa.gov/">http://www.nowcoast.noaa.gov/</a>
National Weather Service	—	<a href="http://www.weather.gov/">http://www.weather.gov/</a>
National Hurricane Center	—	<a href="http://www.nhc.noaa.gov/">http://www.nhc.noaa.gov/</a>
Pacific Tsunami Warning Center	—	<a href="http://ptwc.weather.gov/">http://ptwc.weather.gov/</a>
Contact Us	—	<a href="http://www.nauticalcharts.noaa.gov/staff/contact.htm">http://www.nauticalcharts.noaa.gov/staff/contact.htm</a>



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This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.

NOAA's Office of Coast Survey



The Nation's Chartmaker